

Errata for the July 2016 Lower Joseph Creek Restoration Project Final EIS

March 2017

Page # on electronic version posted to WWNF Website	Correction
59, 309, 484	<p>The following information clarifies the intent of each subpart of the travel analysis process and what processes/reports include the Hells Canyon National Recreation Area (HCNRA). The HCNRA is included in subpart A, but not subpart B. It also documents that a comparison of the Travel Analysis Report and the road decisions included in the Record of Decision for the LJCRP.</p> <p><i>On March 29, 2012, the US Forest Service (FS), Washington Office (WO) directed Regional Foresters to complete a science-based travel analysis process (TAP) of all National Forest System roads. This travel analysis must be documented in a travel analysis report (TAR), and is the first step in meeting those sections of Subpart A of the 2005 Travel Management Rule to identify the minimum sustainable road system needed for safe efficient travel, protection of natural resources, management and use of NFS lands, and identify roads no longer needed for management of resources.</i></p> <p><i>The TAP is intended to generate a TAR which identifies opportunities for the national forest transportation system to meet current and future management objectives, and provides information that allows integration of ecological, social, and economic concerns into future decisions. The TAP is tailored to local situations and landscape/site conditions as identified by forest staff members coupled with public input related to transportation issues.</i></p> <p><i>The TAR makes no decisions; rather, it provides a list of potential opportunities for managing the forest transportation system to address administrative, resource, and public issues. A thorough travel analysis informs subsequent National Environmental Policy Act (NEPA) processes, allowing individual projects to be more site-specific and focused, while still addressing cumulative impacts.</i></p> <p><i>The WWNF Travel Analysis Report (TAR) was considered in making a decision regarding roads and access. The responsible official compared information and recommendations in the TAR to the road proposals included in the decision. Recommendations from the TAR that differ from the decision have been addressed road by road and are identified in a spreadsheet in the LJCRP project record. The spreadsheet includes the rationale for the decision made for those specific roads.</i></p>
196	The FEIS erroneously included Joseph Canyon IRA as impacted by the Teepee Butte fire, instead of the Cook Ridge IRA.

	<p>Change pg 196 of FEIS FROM: Cutting, sale, or removal of timber last occurred in Wildhorse and Joseph Canyon IRAs about three decades ago when salvage logging occurred following the Teepee Butte fire in 1988.</p> <p>TO: Cutting, sale, or removal of timber last occurred in Wildhorse and Cook Ridge IRAs about three decades ago when salvage logging occurred following the Teepee Butte fire in 1988.</p>
Global Replacement	To reflect updated Region 6 direction for the Eastside Screens, make global replacement of 2003 Goodman letter with 2015 Pena letter throughout the FEIS
Project record	During the Objection Filing period, it was discovered that the Inventoried Roadless Areas, Potential Wilderness Areas, and Undeveloped Lands report in the project record was not the final version. The final version was located and posted on the project website on November 10, 2016.